

OVERLAND RUN ON FINAL LAP

Salt Lake, Utah, July 24.—The Overland transcontinental car passed through here shortly after midnight this morning. Drivers were changed at this point and the last leg of the run into San Francisco started with everything working fine and the schedule up to the minute.

The Overland "4" stock touring car left New York last Sunday at midnight and is due in San Francisco Sunday night, July 25, at 11 o'clock.

The same car is being driven all the way through with a change of drivers at the boundary of each Overland distributor's territory. The route followed is via Philadelphia, Pittsburgh, Chicago, Omaha, Salt Lake City and Sacramento.

The car is a regular stock car and the object of the run is to test the reliability of the car and establish a fuel economy record for a coast to coast run. The distance to be covered is 2,200 miles.

SAYS ROADS FULL OF RUTS AND HOLES IN OIL REGION

O. J. Ehn of the West Texas Motor company returned early this week at this point and the last leg of the run into San Francisco started with everything working fine and the schedule up to the minute.

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VELE BREAKS MASS. RECORD

The Velle Motor Sales company, of this city, is in receipt of a telegram stating that a Velle has broken the Massachusetts state record for one mile. The race was staged on a one-half mile dirt track, time one minute eleven seconds. Wild Bill Hendrick was at the wheel.

Willys-Overland Model "4" Claims Economy Record

Model "4," the new light Willys-Overland, now presents itself as the holder of an impressive economy record. One of this line, a stock model, according to affidavits, early this month completed the distance from Salem, Calif., to a point beyond and then back to Bakersfield, exactly 1,000 miles in one month and 21 minutes. The total time required was 7 hours, 21 minutes.

Thereby the little car not only established a new name for itself, but, more particularly, lived up to the enthusiastic opinion of it which is based on its fuel economy. The car is now being driven by the Willys-Overland Pacific company, an opinion which is frequently being expressed by the car to prove. But, as it is pointed out in local circles, where gasoline has been used for the purpose of the test, the car is not only economical but also reliable. The car is now being driven by the Willys-Overland Pacific company, an opinion which is frequently being expressed by the car to prove. But, as it is pointed out in local circles, where gasoline has been used for the purpose of the test, the car is not only economical but also reliable.

Regular Quality "Gas." Though it is freely admitted by the company that ordinary drivers may not expect to equal this record in their casual use of the car, every evidence is offered that there was no aid to the performance which is not available without extra expense to the owner of any other stock model "4." The Los Angeles representative of the Standard Oil company signed an affidavit to the effect that the gasoline furnished was the regular quality that is furnished at any of the company's filling stations in the state.

Driver Amon attributes his feat, which he expects to be able to better under an officially sanctioned A. A. A. test, to his moderation in the use of his speed. As soon as the car was rolling at 25 miles per hour, Amon threw out his clutch and shut off his engine, coasting over the practically level road until the car had slowed down to the minimum speed at which the clutch could be thrown in again and the engine started in high gear. This speed was from four to eight miles per hour, depending on the temperature. Though the roads were reasonably free from traffic, for the most part, in passing through Bakersfield certain allowances for traffic had to be made, and after getting beyond that city there was a distinct upgrade along which the course led for a few miles before the turn back to the city was made. The car was

DEMAND FOR TRUCKS GROWS

Immediately after the close of the world war there were predictions on every side of universal utilization of the motor truck which would create a new and amazing demand on manufacturers of the vehicle.

Industrial heads, transportation experts and writers who had studied closely the probable influence of the great conflict would have on commercial activities were united in their opinion that the issues of war would cause a revolutionizing of transportation methods in this country.

Apparently their calculations are coming true.

From every side there is a cry for trucks. Everywhere one hears appeals for support of the motor truck. It is being looked upon as the nation's salvation from the appalling predicament resulting from crippled, demoralized transportation systems.

A marked increase in production energy is noticeable. Sales likewise are growing with corresponding rapidity. In the case of some companies the increases are surprisingly large.

The record, for instance, of the Garford Motor Truck company of Lima, Ohio, is a little story of phenomenal growth. A chart prepared by the company recently showed that sales for the first quarter of this year, as compared to the corresponding period of 1919, had increased 112 percent. Dealers all over the country report scores of sales and state they are receiving a flood of inquiries from prospective truck buyers.

SPOKITE SERVICE STATION ESTABLISHED IN EL PASO

An official Spokite service station has been established in El Paso, at the Southwestern Auto company, for the convenience and service of motorists who are troubled with noisy and squeaky spokes.

It has been true for a long time that motorists have become so accustomed to running their cars with squeaky wheels and spokes that they have lost sight of what these squeaks really mean.

A squeak in an auto wheel means that it is loose and working loose with every turn of the wheel; sooner or later it will collapse, and if this happens on a railroad track, or on a busy street, a serious accident results.

Cracking paint around the joints is sure sign that the spokes are loosening from the hub or rim, and even before the wheels have got to a squeaky stage, Spokite should be used to permanently swell the wood to its original tightness.

Spokite, a "Spokite" which is manufactured by the Woodrite Laboratories, of Modesto, Calif., has for several years been recognized as a preservative of wheel collapses. It is squirted into the wheel at the hub, seeps down, swelling the wood until the joint is again tightened and acting in much the same way as water does. But Spokite does not dry or evaporate like water.

PROPOSED GLIDDEN TOUR LIKELY TO BE ABANDONED

According to present indications, the Glidden tour proposed for this year will be abandoned. At the recent meeting of the American Automobile association it was decided that the number of entries received was not large enough to justify the tour and that it would be advisable to drop the plan.

Plans for a park to park highway connecting the national parks in the western states were discussed at the meeting by Stephen T. Mather, director of national parks of the department of interior. The highway would be the scenic circuit of the west, he said, and would pass through California, Wyoming, Montana, Washington, Oregon, California, Arizona and Utah.

NAQUIN SENDS WHITE TRUCKS TO OIL FIELDS IN TEXAS

M. L. Naquin has closed his deals for big White trucks in the oil fields. These trucks are of the three ton size with extension trailers. The poles for the trailers will extend out far enough to take on the longest casings. In addition, both trucks are equipped with power winches that can be used for dragging the truck itself out of mud holes, but will hoist or pull anything where high power is needed. One truck will be delivered to the Pinnell-Gomme Oil company at Fort Stockton and the other to E. Burdette at Van Horn, Texas. Both trucks will be driven over the road to their destinations.

Vote for Lynch Davidson for lieutenant governor Saturday. He is a self-made man—Political Advertisement.

Kodak Finishing. See Gandara.—Adv.



Beauty and Power Combined

The Texan is now entering into its third year of making good.

Hundreds of users throughout the country attest to its rugged quality and the fair policies of the company.

Completion of additional units of our factory put us in position, through enlarged production, to take on additional agencies.

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Borg & Beck Clutch
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This county is open for a live wire dealer. Take it up with us by wire or, better still, come to the factory for a conference.

Wheel Base 115 inch—Road Weight 2625 lbs.

Texas Motor Car Association

Fort Worth, Texas
Local and Long Distance
Telephone Reside 6200
J. S. DICKLOW, Sales Manager

EL PASO HERALD

Motor Transportation Development Possibilities Virtually Limitless

WHAT is the potentiality of the motor vehicle? Has the passenger car reached the limit of its usefulness? And the motor truck—has it, too, reached a stage where future production will be principally a replacement of worn out equipment?

The Travel and Transportation Bureau of the B. F. Goodrich Rubber company, in an exhaustive survey of the possibilities of the motor vehicle, gives an emphatic negative answer to these questions. It declares that the possibilities of motor transportation development are almost limitless.

The best informed men of the country, says the bureau, "are agreed that there was an unsatisfied demand for more than 2,000,000 cars during 1925. The inability to supply this demand was primarily due to lack of labor and material. This demand was unabated at the end of the spring season of 1926 despite heroic efforts in production, extensive expansion in assembly and building on the part of car and truck manufacturers."

Although production today is being pushed to the limit, the automobile industry finds itself barely able to keep abreast of immediate needs.

Every indication points toward a total motor registration in the United States by 1926 of double the present figure—40,000,000 passenger cars and trucks.

Irreversible as this prediction may appear, the Goodrich bureau says that it is based on a sound analysis of the present trend of motor transportation needs and is not a "crash" prediction, as the people become better acquainted with their vast possibilities.

No great stretch of the imagination is required to picture a main market highway, as well as thousands of auxiliary roads, being used by one or more of the motor vehicles. This is considered by the automotive industry as one of its most promising fields.

"Taking everything into consideration, none but the most pessimistic will say that the continued expansion of the motor vehicle is not assured. Its potentiality is practically boundless."

The Herald's Auto Quiz

- This Week's Questions.**
- 1.—How can you locate the cause of a knock in a motor?
 - 2.—What part of the ignition system will cause a motor to miss on every fifth or sixth revolution? Will it allow it to run smoothly on low speed or light pulling?
 - 3.—Is it harmful to the electric system to run a car at a standstill for several days?
 - 4.—What is the total number of motor vehicles produced in the United States during 1925?
 - 5.—What forms of driving chains are in general use on a car, and where on the car are they used?
 - 6.—Can a car be forced for loss of use, resulting from collision, whether or not its car is damaged in the collision?
 - 7.—Is it possible for a motor to have too high compression, causing detonation or knocking?
 - 8.—Does the throttle only control the speed of an engine?
 - 9.—What is the cause of an engine smoking when driving a car at low speed?
 - 10.—Can the same electrical machine be used for either a motor or a generator? What is the difference between them?
- Answers to Last Week's Questions.**
- 1.—The usual cause of lost compression in a motor are faulty valves or piston rings. A number of trouble spots would cause a leakage of compression at the valves, such as sticking valves, valves or pistons adjusted so tightly that they do not allow the valve to close. A valve will not seat properly or not at all if the spring is broken or if carbon gets on the valve seat. Piston rings, worn, scored, broken or turned so that the openings are in direct line with loss of compression. If leakage does not occur through valves or rings, it must occur where valve caps, piston cups or spark plugs are inserted in the motor, or between the cylinder block and cylinder head.
 - 2.—The sharp noise heard when an engine exhausts is caused by the exhaust valve opening suddenly under pressure, and allowing expanded burned gases after the explosion to escape through the exhaust pipe to the outer air. The pressure ranges from 45 to 60 pounds per square inch, consequently the noise when the gases are released. The exhaust valve itself does not create the noise, as the exhaust valve is opened after the explosion occurs.
 - 3.—Milne's capacity of a motor truck varies according to make and purpose for which it is used. And in many cases it is handled. There are some old trucks which have more than 200,000 miles to their credit, and are still in use.
 - 4.—Ignition troubles which will cause a motor to knock are irregular spark from short circuited wires, spark too late, spark advanced too far, plug points not adjusted to right timing or dirty, wrong timing, dirty timer or distributor.
 - 5.—The system of insurance for automobiles is based on cooperation of the insurance companies, their total experience, rather than those of the individual, used as a working basis. The reduction of collision or accident premiums can be accomplished by the addition and constant carrying of approved bumpers as a protection against damage from collision, fire extinguishers as an aid against fire damage and locking devices, approved, as a theft preventive.
 - 6.—A transmission brake is of much advantage in bringing a car out of a skid. When applied gently and in a progressive manner it aids the driver to straighten the car, decreasing the liability of damage. A driver in any car within a transmission brake can produce the same results by proper manipulation of the steering wheel, turning it hard in the same direction the rear wheels are skidding, or if the front or all wheels skid by engaging a lower gear and easing up on power of the engine. Holding the clutch disengaged will do no good, nor will heavy application of brakes.
 - 7.—Quiet operation in the rear axle drive gearing is obtained by using angular teeth.
 - 8.—This is also called skew bevel gearing, and noise is eliminated because there is very little play or backlash between teeth of this design.
 - 9.—Automobile driving shafts are of two kinds, the enclosed shafts and those not enclosed. Open shafts mostly use two universals, and enclosed shafts use one. If no universals were used, strain to the shafts would result, because the rear end mounting is independent of the motor or engine. The power—Copyright, 1926, by Thompson Feature Service.

NEW BUICK BRANCH IS TO OPEN ON AUGUST 1

It is unofficially announced that the new Buick branch, which will be located at the corner of Mesa and Montana will open August 1. E. T. Severson, who has been in the branch, has been in El Paso for the past week completing arrangements.

A. Hart, who has been in the position of manager of the branch, is now on the way from Flint, Mich.

TEXAS AUTO SEALS

Austin, Tex., July 24.—The state highway department has completed the purchase of \$20,000 automobile seals for use in 1926. The deliveries to be completed by January 1, next. For next year the seals are to be green and white. The department has also contracted for 15,000 pairs of automobile number plates, 10,000 pairs of dealers' plates and 5000 motorcycle plates. The cost of the seals is 25 cents for each pair of automobile plates.

UNEXPECTED CHANGE

County Judge—"Ten dollars." Motorist—"Can you change a \$20 bill?" Judge—"No, but I can change the fine. Twenty dollars."—Automobile Dealer and Repairer.

The Photo Shop—for better Kodak finishing—Boca White Drug Store—Mills Bldg.—Adv.

JORDANS STAGE ECONOMY RUN

A national economy run was staged by Jordan dealers throughout the United States last week. Twenty-eight different cars in 25 different sections of the country ran a total of 12,346 miles averaging 21.1 miles to the gallon of gasoline. The Jordan cars were all medium weight touring cars, carrying a capacity passenger load and the test was made over all kinds and conditions of roads.

Drives Almost From Los Angeles to El Paso by Using Kerosene as Fuel

"Johnny" Allen, of the Paige Sales and Service company rolled into El Paso last Tuesday morning from Los Angeles. Practically the entire run was made on kerosene. The route covered 170 miles via the Parker cañon and Phoenix. There was no gasoline to be obtained in Los Angeles, so Mr. Allen ran the motor in his Paige Larchmont until it was hot then filled up the tank with kerosene and started. He states that he had no trouble with this fuel. By adjusting the carburetor for a slightly richer mixture and keeping the motor running at a low speed, kerosene nearly to El Paso, and only changed over when gasoline became plentiful and kerosene scarce.

RED BALL STATIONS TO SELL CALUMET PRODUCTS

"Bob" Mullin, of the Calumet Oil Company, announced yesterday that he has closed a deal whereby the Red Ball filling stations would dispense Calumet products in the future.

BRADLEY ON VACATION

G. G. Bradley, automobile editor of the Morning Times, will leave today for a ten day vacation. Mr. Bradley will go to San Francisco to visit his mother and brother, who reside there.

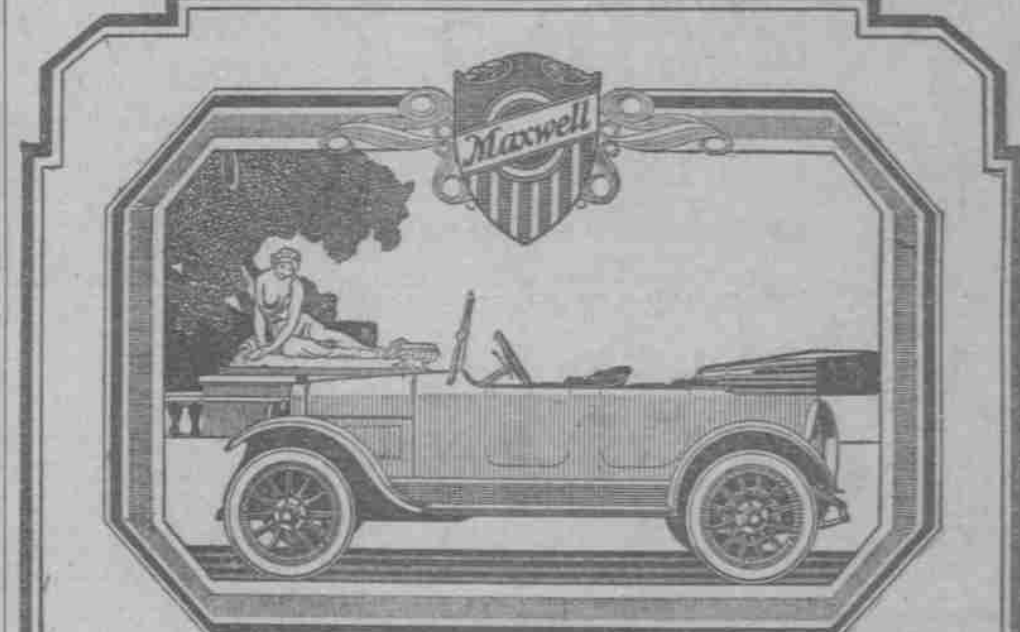
BITTICK BACK FROM TRIP

P. W. Bittick of the West Texas Motor company arrived home this morning from a trip through the territory embracing New Mexico and Arizona.

W. E. Cook, general manager of the Garrett Motor company, left Friday in a Studebaker for a run to Clouery where he will spend the next few days.

Cast your ballot Saturday for Lynch Davidson for lieutenant governor. He is a young man with progressive ideas—Political Advertisement.

CARPETS CLEANED the Best way by the best cleaners—WILSON'S CARPET CLEANING CO.—Phone 784—Adv.



The Greatest Luxury in a
MAXWELL
is its Special Steels

A Maxwell has many luxuries, but the greatest of all is the use of special steels.

For such steels give to Maxwell—all the endurance of any car built, no matter what its price;

—a freedom from repairs that even cars twice and four times its price do not approach;

—an operating cost that is equalled by less than 5% of all cars made;

—a dollar for dollar value in "wheelbase and cold steel" that is equalled by only two other cars.

These steels are Maxwell's own. No other car has steels just like them. They make possible light weight construction; and the whole movement in motor car engineering today is to get rid of useless weight.

That the basic principle of Maxwell construction is gaining ground at a rapid rate is best expressed in the language a business man knows best—figures.

Six years ago 5,000 Maxwells a year were built. Today, 100,000 a year. In another year a half million will be driving Maxwells.

LESTER MOTOR CO.

501 Montana Street. El Paso, Texas. Phone 2130.

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